

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY THAT THE FENWAY
PROJECT AREA IS AN ELIGIBLE URBAN RENEWAL AREA UNDER FEDERAL AND
STATE LAW

WHEREAS, the Boston Redevelopment Authority (hereinafter called the "Authority") is a public body corporate and politic duly organized and existing under Chapter 121 of the Massachusetts General Laws and having its usual place of business in the City of Boston, Massachusetts;

WHEREAS, the Authority has undertaken and conducted surveys, studies and inspections of an area in the City of Boston known as the Fenway Urban Renewal Project Area (hereinafter called the "Project Area") and described in Exhibit A attached hereto and made a part hereof in connection with the preparation of an Urban Renewal Plan therefor;

WHEREAS, the Authority has after due and proper notice, held a public hearing with respect to the Project Area and at said hearing received and heard extensive evidence, views and opinions with respect to the Project Area and its condition;

WHEREAS, there was submitted to the Authority at this meeting an Application to the Housing and Home Finance Agency for Loan and Grant, which included a Project Area Report, referred to as Code No. R-212, describing the surveys and studies undertaken in the Project Area, the criteria used to determine the condition of structures, and the character, physical conditions, and uses of land and structures in the Project Area and the extent of hospital and educational uses within the Project Area;

WHEREAS, there was also submitted to the Authority at this meeting a memorandum from the Development Administrator dated November 24, 1965, entitled "Eligibility of the Fenway Urban Renewal Area"; and

WHEREAS, the Authority has considered and reviewed the aforesaid evidence, views, opinions, Project Area Report, and memorandum, and other evidence and opinions as to the character and conditions of the Project Area submitted by members of the Authority's staff;

NOW, THEREFORE, the Boston Redevelopment Authority hereby resolves that:

1. The character and conditions of the Project Area as described in said Project Area Report and said memorandum of November 24, 1965, do exist.

2. The Project Area is at present a blighted, deteriorated and deteriorating area and qualifies for federal financial assistance under said Title I in that -

- a. 54% of the 1,016 buildings in the Project Area contain building deficiencies in the form of deteriorating conditions because of defects not correctable by normal maintenance; and
- b. The Project Area contains more than two environmental deficiencies, as follows: -
 - (1) approximately 20% of the blocks are overcrowded with structures;
 - (2) a substantial number of structures have been converted to incompatible uses;
 - (3) a substantial number of industrial, retail and institutional buildings are obsolete;
 - (4) detrimental land uses and conditions, including incompatible uses, structures in mixed use, and adverse influence from noise and dirt, are found to a substantial degree;
 - (5) streets are unsafe, congested, poorly-designed and inadequately paved, and off-street parking facilities are inadequate; and
 - (6) public utilities and community facilities are inadequate.
- c. The foregoing building and environmental deficiencies are present to a reasonable degree throughout the Project Area.

3. Clearance and redevelopment are warranted under said Title I in Clearance Areas #1 and #2, as shown on Map 6 of said Application for Loan and Grant, in that -

- a. In Clearance Area #1, 54% of the 134 buildings are structurally substandard to a degree requiring clearance; and
 - b. In Clearance Area #2, 76% of the 33 buildings are structurally substandard to a degree requiring clearance.
4. The following particular facts are found to exist:
- a. 54% of the buildings in the Project Area are out of repair, physically deteriorated, or in need of major maintenance or repair as evidenced by -
 - (a) 11% having sagging roof or roof out of line; or outside wall out of plumb or out of line or siding loose, missing or deteriorated; or foundation sinking or out of line, or exterior surface of foundation loose, broken or deteriorated;
 - (b) 22% more having two or more of the foregoing defects; and
 - (c) An additional 21% having two or more of the following defects:-
 - (1) window frames, sashes or glass broken, missing, loose or deteriorated;
 - (2) roof material loose, missing or deteriorated;
 - (3) chimney deteriorated or out of plumb;
 - (4) gutters and downspouts loose, missing or deteriorated;
 - (5) cornices loose, missing or deteriorated;
 - (6) finish of outside walls loose, missing or deteriorated;

- (7) front or rear exterior steps worn, broken or deteriorated, or railings missing or broken;
 - (8) porch and balcony flooring or railings loose, missing or deteriorated, or foundation or piers deteriorated or out of plumb or out of line.
- b. Excessive land coverage is widespread in that approximately 20% of the blocks are overcrowded by virtue of lots which fail to meet the open space requirements of the Boston Zoning Code.
- c. Obsolete street patterns, traffic congestion and inadequate off-street parking are serious problems throughout the area.
- (1) The major radials, Huntington Avenue, Brookline Avenue and the Fenway carry more than 20,000 vehicles on an average weekday. The major cross-town street--Massachusetts Avenue--is often congested because of heavy volume (25,000 vehicles per day), heavy truck traffic, and on-street loading and delivery. During the peak hours, these streets must carry traffic volumes well above their intended capacities. In addition, traffic is often congested on Huntington Avenue because of the rapid transit line located in the center of the roadway.
 - (2) Traffic flow on the major business streets of the area is hampered as a result of the lack of adequate off-street loading facilities. On Longwood Avenue, congestion is caused principally by short-term parking of visitors, doctors, and others to the nearby institutions.
 - (3) The numerous institutions in the area generate considerable traffic, which often overloads the existing local street system. The heavy use of residential streets by this traffic is a definite hazard to pedestrians, especially the

elderly and children. There are high accident rates on many streets and intersections. In the past two-and-one-half years, over 550 accidents have been recorded in the project area.

- (4) Over half the streets in the project area have been found to be deficient in paving and sidewalks, on the basis of field surveys undertaken by the Authority.
- (5) Particularly acute in the project area is the problem of parking. The institutions create a heavy demand for parking spaces, but only half of this demand can be met by existing off-street institutional parking facilities. The total demand for parking is approximately 14,200 spaces. The institutions provide off-street spaces for nearly 7,900 cars, or approximately 56 percent of the demand. As a result, thousands of students must park in the surrounding residential streets. This situation, plus the lack of adequate off-street parking for the residents and shoppers in the area constitutes a major blighting influence, generally impairs the attractiveness of the area for living, and impedes the emergency vehicles.

- d. Four out of the six public schools are obsolete because of such factors as non-fire-resistive construction , water leakage through walls and ceiling, basement water seepage, inadequate heating, lighting and sanitation, other structural defects and generally inadequate facilities.
- e. A majority of the hospital facilities are functionally obsolete and are inadequate or unfit for patient care.
- f. The expanding student population has resulted in large-scale conversion of single-family residences into multi-unit dwellings or roominghouses. Such conversions are frequently incompatible with the original layout and structural character of the buildings.
- g. A number of industrial and retail facilities in the project area are now functionally obsolete. The type of construction, mechanical equipment, general layout, and loading and servicing arrangements lack adaptability to contemporary industrial and retail requirements.
- h. A number of heavy commercial, industrial, and mixed-use structures are found in the project area. These uses generate truck traffic, noise, dirt and unsightliness which are not compatible with the adjacent residential and institutional uses. Many businesses also lack off-street loading facilities which forces deliveries to be made on-street and hampers the efficient flow of traffic.

Many former residential structures in the area have been converted to institutional use. Such conversions, and the uncertainty as to where the institutions will expand, has caused a lack of confidence within the residential community, which in turn has led to a lack of proper building and property maintenance.

- i. The major recreational facility in the project area, the Back Bay Fens, is in poor condition. Within the Fens the Muddy River and Fens Pond are polluted because of poor channel characteristics, sludge and mud deposits, and discharges of storm flows

MEMORANDUM

November 24, 1965

TO: Boston Redevelopment Authority

FROM: Edward J. Logue, Development Administrator

SUBJECT: Request for Approval of Disposition Price for
Parcel A-1 - Washington Park Urban Renewal Area

Disposition Site A-1, which consists of approximately 48,200 square feet was designated for moderate income rental housing in the official Urban Renewal Plan. It was appraised on that basis by Daniel Weisberg in 1963, and John Robert White in 1964. Since that time, however, the proposed reuse for that site has been altered to provide for the development of sales housing. In accordance with HHFA directives, therefore, it became necessary to obtain two new reuse appraisals based upon criteria established for the appraisal of parcels to be sold for sales housing. Mr. Peter A. Laudati and Larry Smith and Company were requested to appraise the site under the new criteria. Mr. Laudati has appraised the site for \$9600 - or approximately 20¢ per square foot. Larry Smith and Company has indicated a value of \$5,850, or approximately \$.12 per square foot.

Despite the fact that the developer of the proposed sales housing will be required to bear the expense of all interior streets and utilities for this site, it is felt that an approximate value of \$.20 per square foot is a fair value for the land in view of its proposed reuse.

It is recommended that the Authority adopt the attached Resolution approving the minimum disposition price of \$9600 for Site A-1.

Attachment

containing sanitary sewage. The occasional flooding of this stream also is a major problem. The usefulness of the Fens is further reduced by the heavy traffic that encircles it, poor lighting, the lack of modern recreational facilities, and inadequate maintenance. Except for the Christian Science Park, small neighborhood parks are non-existent. School playgrounds are inadequate in size and equipment.

- j. Nearly 75% of the street lighting in the project area is in poor condition and falls below current standards of the Public Works Department. This condition is hazardous to motorists and makes many sections of the area unsafe for pedestrians at night.
- k. A majority of the sewer conduits and water mains in the project area are over fifty years of age and are in deficient condition.

5. The Project Area is a decadent area in that it is an area which is detrimental to safety, health, morals, welfare and sound growth of the Boston community because of the existence of buildings which are out of repair, physically deteriorated, obsolete and in need of major maintenance and repair, and because buildings have been torn down and not replaced and, under existing conditions, it is improbable that the buildings will be replaced, and because of a substantial change in business and economic conditions, and because of inadequate light, air and open space, and because of excessive land coverage, and because diversity of ownership, irregular lot sizes and obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise; and the Project Area is a substandard area in that dwellings predominate which, by reason of dilapidation, overcrowding, faulty arrangement and design, lack of ventilation, light and sanitation facilities are detrimental to the safety, health, morals, welfare and sound growth of the Boston community.

EXHIBIT A

CHAPTER I: DESCRIPTION OF PROJECT

The area to which this Plan applies, hereinafter referred to as the "Project Area", is that portion of the City of Boston, Suffolk County, Massachusetts, shown within the project boundary on Map 1, "Property Map", and bounded and described as follows:

beginning at the intersection of the extended westerly sideline of Charlesgate West and southerly sideline of Newbury Street;

thence turning and running easterly along the southerly sideline of Newbury Street and Newbury Street extended to the southwesterly sideline of Massachusetts Avenue;

thence turning and running northwesterly along the southwesterly sideline of Massachusetts Avenue to the northwesterly sideline of Newbury Street;

thence turning and running northeasterly along the northwesterly sideline of Newbury Street to the northeasterly sideline of Hereford Street;

thence turning and running southeasterly along the northeasterly sideline of Hereford Street and across Boylston Street to the southeasterly sideline of Boylston Street;

thence turning and running southwesterly along the southeasterly sideline of Boylston Street to the northeasterly sideline of Dalton Street;

thence turning and running southeasterly along the northeasterly sideline of Dalton Street to the northeasterly sideline of Belvidere Street;

thence turning and running southeasterly (but more easterly than said last-mentioned direction) along the northeasterly sideline of Belvidere Street to the northwesterly sideline of Huntington Avenue;

thence turning and running northeasterly along the northwesterly sideline of Huntington Avenue to the extended northeasterly sideline of Harcourt Street;

thence turning and running southeasterly along the northeasterly sideline of Harcourt Street to the extended northwesterly sideline of St. Botolph Street;

thence turning and running southwesterly along the northwesterly sideline of St. Botolph Street to the northeasterly property line of the property identified on the Property Map as 39 St. Botolph Street;

thence turning and running northwesterly along the northeasterly and northerly property lines of said 39 St. Botolph Street to the southeasterly sideline of Public Alley 401;

thence turning and running southwesterly along the southeasterly sideline of Public Alleys 401, 402, and 403 to the northeasterly sideline of Cumberland Street;

thence turning and running southeasterly along the northeasterly sideline of Cumberland Street to the northwesterly sideline of St. Botolph Street;

thence turning and running southwesterly along the northwesterly sideline of St. Botolph Street to the southwesterly property line of the property identified on the Property Map as 145 St. Botolph Street (Charles C. Perkins School);

thence turning and running northwesterly along the southwesterly property line of said 145 St. Botolph Street (Charles C. Perkins School) to the southeasterly sideline of Public Alley 404;

thence turning and running southwesterly along the southeasterly sideline of Public Alley 404 to the northeasterly sideline of Public Alley 405;

thence turning and running southeasterly along the northeasterly sideline of Public Alley 405 extended

to the midline of the right-of-way of the main line of the New York, New Haven & Hartford Railroad (said midline being the boundary of the South End Urban Renewal Project Area, No. Mass. R-56);

thence turning and running southwesterly along the midline of the New York, New Haven & Hartford Railroad right-of-way to the southwesterly sideline of Ruggles Street;

thence turning and running northwesterly along the southwesterly sideline of Ruggles Street to the southeasterly sideline of Annunciation Road;

thence turning and running southwesterly, southeasterly, southwesterly and northwesterly along the southeasterly, northeasterly, southeasterly and southwesterly sidelines, respectively, of Annunciation Road to the southeasterly sideline of Parker Street;

thence turning southwesterly along the southeasterly sideline of Parker Street to the extended southwesterly sideline of Ward Street;

thence turning and running northwesterly along the southwesterly sideline of Ward Street to the southeasterly sideline of St. Alphonsus Street;

thence turning and running southwesterly along the southeasterly side of St. Alphonsus Street to the southwesterly sideline of McGreevey Way;

thence turning and running northwesterly along the southwesterly side of McGreevey Way and thence of Longwood Avenue to the southeasterly sideline of Huntington Avenue;

thence turning and running southwesterly along the southeasterly sideline of Huntington Avenue to the extended northeasterly sideline of Francis Street;

thence turning and running northwesterly along the northeasterly sideline of Francis Street to the southeasterly sideline of Netherlands Road;

thence turning and running southwesterly along the southeasterly sideline of Netherlands Road to the corporate limits of the City of Boston;

thence turning and running generally northeasterly along the corporate limits of the City of Boston to the southeasterly sideline of the Massachusetts Bay Transportation Authority right-of-way;

thence turning and running northeasterly along the southeasterly sideline of the Massachusetts Bay Transportation Authority right-of-way to the northeasterly sideline of Park Drive;

thence turning and running southeasterly, northeasterly and northerly along the northeasterly, northwesterly and westerly sidelines, respectively, of Park Drive to the extended northeasterly sideline of Ipswich Street;

thence turning and running northwesterly along the extended northeasterly sideline of Ipswich Street to the northwesterly sideline of Boylston Street;

thence turning and running northeasterly along the northwesterly sideline of Boylston Street to the extended westerly sideline of Charlesgate West;

thence turning and running northerly along the extended westerly sideline of Charlesgate West to the point of beginning.